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硕 士 学 位 论 文

船舶溢油风险评价在港湾区域
环境规划中的应用

Application of Risk Assessment of Oil Spill from ships to the
Regional Environmental Planning

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摘要

海洋环境是人类赖以生存和发展的自然环境的重要组成部分，保护海洋环境，对海岸地区的可持续发展至关重要。随着海上石油运输量日益增长，船舶溢油事故不断发生，并已成为造成海洋环境污染的主要因素之一。频繁发生的船舶溢油事故严重危害海洋生态系统，使当地渔业、水产养殖业、旅游业等蒙受惨重的经济损失，对经济发展与海洋环境保护极为不利。因而，进行船舶溢油事故风险评价及风险防范措施的研究，尤其是在港湾区域环境规划阶段就开展这方面的工作，将有助于更好地进行港湾船舶溢油风险管理与决策，有效地规避因决策失误而带来的环境风险，不仅具有学术价值，而且具有重要的现实意义。

本论文基于环境科学、环境规划学、环境评价学和环境管理学等多学科的理论，采用文献查询、资料收集、理论分析、模型构建和案例研究相结合的手段，建立了港湾区域环境规划中的船舶溢油风险评价框架与方法体系，并将该评价框架与方法体系应用于环罗源湾区域的案例研究中。论文的主要研究成果如下：

(1) 通过对现有的区域环境规划的总结与分析发现，环境风险评价在区域环境规划体系中的理论与实例研究均罕见。本论文阐述了将环境风险评价纳入区域环境规划的必要性和重要性，提出应当考虑将环境风险评价纳入区域环境规划的体系，并结合港湾区域的环境特点，构建了一个包含船舶溢油风险评价的港湾区域环境规划的框架。

(2) 基于国内外相关研究进展的总结与分析，构建了一个适用于港湾区域环境规划的船舶溢油风险评价框架，该框架主要包括港湾区域船舶溢油事故的风险识别、船舶溢油风险的预测与评价和船舶溢油风险管理与防范措施等。同时，采用数理统计、数值模拟和计算机辅助等方法，建立了船舶溢油风险的评估模型，形成适合于港湾区域环境规划的船舶溢油风险评价的方法体系。

(3) 将所建立的船舶溢油风险评价的框架和方法体系，应用于环罗源湾区域的案例研究，预测与评价罗源湾船舶溢油风险。预测与评价的结果显示：随着罗源湾港口航运业的快速发展，罗源湾海域存在着不可忽视的船舶溢油风险。基于罗源湾远期船舶数量预测，罗源湾海域船舶溢油概率为 0.0925，约为每 10 年 1 次。随着进出港船舶数量的增加，油轮比例的增大，溢油的风险概率将随之上升。根据各吨级溢油量的发生概率，推算出罗源湾船舶事故每次可能产生的溢油

量为 57.3 吨原油,即 67.41m^3 , 经过一个潮周期,油膜面积理论估算值为 0.64km^2 。溢油事故将给罗源湾的生态环境带来严重的后果,尤其将影响到湾内的水产养殖业。本论文从船舶交通管理系统和相关制度的建设与完善、改善通航条件、提高从业人员素质和加强对进出港船舶的监督管理等方面入手,制定了相应的风险防范措施,同时探讨了罗源湾船舶溢油事故应急计划的制定等相关问题。罗源湾船舶溢油风险评价为环罗源湾环境保护规划的制订提供了科学依据。

关键词: 溢油; 风险评价; 风险防范

Abstract

Marine environment is an indispensable part of the natural habitat for mankind existence and development. It is crucial to protect the marine environment for the sustainable development of coastal zones. With the increase of oil transportation volumes by sea, the frequent occurrence of oil spill from ship has become one of the major factors responsible for the marine environment pollution. Detrimental to the marine ecological system, those oil spill accidents has brought disastrous economic losses to the local fishery, aquaculture and tourism and put economic development and marine environmental protection in an unfavorable position. Therefore, it bears both the academic and practical significance to study risk assessment of oil spill from ships and preventive measures, especially at the stage of the regional environmental planning, to assist the risk management and decision making of oil spill from ships and to effectively avoid the environmental risk resulting from wrong decisions.

On the basis of theories from disciplines like environmental science, environmental planning, environmental assessment and environmental management, this thesis establishes a risk assessment framework and method system for oil spill from ships in the regional environmental planning to the bay and the surrounding areas with a combination of literature review, data collection, theoretical analysis, model construction and case study methods. The assessment framework and method system are applied to the case study on Luoyuan Bay. The major findings of the thesis are listed below:

(1) Literature review and analysis on the current regional environment planning reveal that there are rare theories and case studies available on environmental risk assessment (ERA) from the aspect of regional environmental planning system. By elaborating the necessity and significance of including ERA into regional environmental planning, this thesis advances that ERA should be brought into regional environmental planning system. Furthermore, a framework of the regional environmental planning to the bay and the surrounding areas, comprising the risk assessment of oil spill from ships, is put forward according to the coastal

environmental characteristics.

(2) On the basis of relevant studies at home and abroad, the thesis constructs a framework of the risk assessment of oil spill from ships applicable to the regional environmental planning to the bay and the surrounding areas. The framework mainly includes the risk identification of oil spill from ships accident, the prediction and assessment of such risk, risk management and preventive measures. Meanwhile, the assessment model of oil spill from ships is established through mathematical statistics, numerical simulation and computer assisted methods to form a method system suitable for the regional environmental planning to the bay and the surrounding areas.

(3) The framework and method system is applied to the case study on Luoyuan Bay, predicting and analyzing the risk of oil spill from Luoyuan Bay. The results indicate that with the rapid development of harbor transportation, there are risks of oil spill that cannot be overlooked in Luoyuan Bay. According to the predicted number of ships in and out of Luoyuan Bay in the future, the probability of oil spill from ships is 0.0925, about once each ten years. As the number of ships in the harbor increases, especially the number of oil tankers, the probability of oil spill also increases. By calculation of the probability of oil tankers in different tonnages, it is inferred that the possible quantity at one time would be 57.3 tons (67.41m^3) and the oil diffusion area would become 0.64km^2 after one tidal cycle. Oil spill accident may have a severe effect on the ecological environment, especially on the aquaculture within the bay. The thesis puts forward some relevant measures for the risk prevention of oil spill in Luoyuan Bay from several aspects such as the improvement of ship transportation manage system and regulation, channel navigation condition, the quality of crew member and supervision of ships in and out of the harbors. The thesis discusses problems relating to the formation of oil contingency plan in Luoyuan Bay at the same time. The risk assessment of Luoyuan Bay provides scientific support for the formulation of Luoyuan Bay environmental protection planning in the future.

Keywords: oil spill; risk assessment; risk prevention

目录

摘要.....	i
Abstract.....	iii
目录.....	I
Contents	IV
图表索引	VII
Tables and Figures Index.....	VIII
第一章 绪论	1
1.1 研究背景与意义.....	1
1.2 研究内容、技术路线与预期目标.....	2
1.2.1 研究内容.....	2
1.2.2 技术路线与方法.....	3
1.2.3 预期目标.....	4
第二章 国内外相关研究进展概述	6
2.1 环境风险评价.....	6
2.1.1 基本概念.....	6
2.1.2 环境风险评价的产生与发展.....	7
2.1.3 环境风险评价的基本步骤.....	9
2.1.4 环境风险评价的方法.....	10
2.1.5 环境风险评价的应用研究.....	12
2.1.6 小结.....	15
2.2 船舶溢油风险评价.....	16
2.2.1 国外研究进展.....	16
2.2.2 国内研究动态.....	18
2.2.3 小结.....	20
第三章 包含船舶溢油风险评价的港湾区域环境规划框架	22
3.1 区域环境规划的相关概念与分析.....	22
3.1.1 区域环境规划.....	22

3.1.2 区域环境规划的指导思想.....	22
3.1.3 区域环境规划的主要内容与编制程序.....	23
3.1.4 区域环境规划存在的问题分析.....	26
3.2 包含船舶溢油风险评价的港湾区域环境规划框架.....	27
3.2.1 港湾区域的界定及其环境特点.....	27
3.2.2 港湾区域环境规划的指导思想、主要内容与步骤.....	28
3.2.3 港湾区域环境规划中的船舶溢油风险评价.....	30
3.3 小结.....	31
第四章 港湾区域环境规划中的船舶溢油风险评价方法体系构建	33
4.1 船舶溢油风险评价框架.....	33
4.1.1 船舶溢油风险评价的目标.....	33
4.1.2 船舶溢油风险评价的原则.....	33
4.1.3 船舶溢油风险评价的框架和主要内容.....	34
4.2 船舶溢油风险评价方法体系.....	35
4.2.1 船舶溢油风险识别.....	35
4.2.2 船舶溢油风险预测评价.....	36
4.3 船舶溢油风险管理.....	41
4.4 小结.....	42
第五章 案例研究——罗源湾船舶溢油风险评价	43
5.1 案例研究背景及技术路线.....	43
5.1.1 案例研究背景.....	43
5.1.2 案例研究的技术路线.....	43
5.2 罗源湾基本概况.....	44
5.2.1 地理位置及特征.....	44
5.2.2 气候特征.....	45
5.2.3 海洋水文.....	47
5.2.4 航道、锚地条件.....	48
5.2.5 海洋生物资源与水产养殖现状.....	49
5.3 环罗源湾区域发展定位与生态功能区划.....	49

5.3.1 环罗源湾区域发展定位与经济产业发展预测.....	49
5.3.2 环罗源湾生态功能区划.....	50
5.4 罗源湾区域船舶溢油事故风险识别.....	52
5.4.1 罗源湾港口资源与建设.....	52
5.4.2 罗源湾船舶溢油事故故障树分析.....	55
5.5 罗源湾船舶溢油风险预测与评价.....	56
5.5.1 罗源湾远期船舶发展预测.....	56
5.5.2 罗源湾船舶溢油事故概率基础值计算.....	56
5.5.3 罗源湾船舶突发性溢油事故风险概率的理论估算.....	57
5.5.4 罗源湾船舶事故可能溢油量分析.....	59
5.5.5 罗源湾船舶溢油扩散面积估算.....	60
5.5.6 油膜覆盖水体浓度计算.....	61
5.5.7 罗源湾溢油事故油膜扩散影响分析.....	62
5.6 罗源湾船舶溢油风险防范措施.....	66
5.7 罗源湾船舶溢油风险评价在环罗源湾区域环境规划中的作用.....	68
5.8 小结.....	69
第六章 论文总结	70
6.1 结论.....	70
6.2 创新与特色.....	71
6.3 不足与展望.....	71
参考文献	72
致谢.....	79
附录.....	80

Contents

Abstract	i
Contents	I
Tables and Figures Index	VII
Chapter 1 Introduction	1
1.1 Background and Significance	1
1.2 Content, Research Technical Frameworks and Objectives	2
1.2.1 Main Content	2
1.2.2 Research Technical Frameworks and Approaches	3
1.2.3 Objectives	4
Chapter 2 Literature Reviews	6
2.1 Environmental Risk Assessment(ERA).....	6
2.1.1 Basic Concept	6
2.1.2 Development of ERA.....	7
2.1.3 Procedures of ERA	9
2.1.4 Methods for ERA.....	10
2.1.5 Research and Application of ERA	12
2.1.6 Summary.....	15
2.2 Risk Assessment of Oil Spill from Ships.....	16
2.2.1 Overseas Literature Reviews	16
2.2.2 Internal Literature Reviews	18
2.2.3 Summary.....	20
Chapter 3 Framework of Regional Environmental Planning to the Bay and the Surrounding Areas Comprising Risk Assessment of Oil Spill from Ships	22
3.1 Concept and Analysis of Regional Environmental Planning.....	22
3.1.1 Regional Environmental Planning(REP)	22
3.1.2 Guiding Ideology of REP.....	22
3.1.3 Main Content and Procedures of REP	23
3.1.4 Problem Analysis of REP.....	26

3.2 Framework of Regional Environmental Planning to the Bay and the Surrounding Areas Comprising Risk Assessment of Oil Spill from Ships	27
3.2.1 Definition and Environmental Characteristics of the Bay and the Surrounding Areas	27
3.2.2 Guiding Ideology, Main Content and Process of Regional Environmental Planning to the Bay and the Surrounding Areas	28
3.2.3 Risk Assessment of Oil Spill from Ships in Regional Environmental Planning to the Bay and the Surrounding Areas	30
3.3 Summary	31
Chapter 4 Construction of Methodological Framework of Risk Assessment of Oil Spill from Ships in Regional Environmental Planning to the Bay and the Surrounding Areas	33
4.1 Framework of Risk Assessment of Oil Spill from Ships	33
4.1.1 Objectives of Risk Assessment of Oil Spill from Ships	33
4.1.2 Principles of Risk Assessment of Oil Spill from Ships.....	33
4.1.3 Framework and Main Content of Risk Assessment of Oil Spill from Ships.....	34
4.2 Methodological Framework of Risk Assessment of Oil Spill from Ships.....	35
4.2.1 Risk Identification of Oil Spill from Ships	35
4.2.2 Risk Prediction and Assessment of Oil Spill from Ships.....	36
4.3 Risk Management of Oil Spill from Ships.....	41
4.4 Summary	42
Chapter 5 Case Study——Risk Assessment of Oil Spill from Ships in Luoyuan Bay	43
5.1 Background and Research Technical Frameworks of Case Study	43
5.1.1 Background of Case Study.....	43
5.1.2 Research Technical Frameworks of Case Study	43
5.2 Basic Situation of Luoyuan Bay	44
5.2.1 Geographical Position and Characteristic	44
5.2.2 Climate Characteristic.....	45

5.2.3 Marine Hydrology.....	47
5.2.4 Condition of Channels and Anchorages.....	48
5.2.5 Marine Biological Resource and Aquiculture.....	49
5.3 Regional Development Orientation and Ecosystem Delineatoin around the Louyuan Bay.....	49
5.3.1 Regional Development Orientation and Prediction of Economic Evolution around the Louyuan Bay	49
5.3.2 Ecosystem Delineatoin around the Louyuan Bay	50
5.4 Risk Identification of Oil Spill from Ships in Luoyuan Bay	52
5.4.1 Resources and Construction of Ports in Luoyuan Bay	52
5.4.2 Fault Tree Analysis of Oil Spill from Ships in Luoyuan Bay	55
5.5 Risk Prediction and Assessment of Oil Spill from Ships in Luoyuan Bay	56
5.5.1 Prediction of Ships in and out of Luoyuan Bay in the Future	56
5.5.2 Calculation of Foundation Probability of Oil Spill in Luoyuan Bay	56
5.5.3 Theoretical Estimates of Probability of Oil Spill in Luoyuan Bay	57
5.5.4 Analysis of Possible Oil Spill Quantity in Luoyuan Bay	59
5.5.5 Calculation of Diffussion Areas.....	60
5.5.6 Calculation of Oil Concentration in the Seawater	61
5.5.7 Impact Analysis of Oil Diffusion in Luoyuan Bay	62
5.6 Risk Prevention Measures of Oil Spill from Ships in Luoyuan Bay	66
5.7 the Role of Risk Assessment of Oil Spill from Ships in Regional Environmental Planning around the Luoyuan Bay	68
5.8 Summary	69
Chapter 6 Conclusion and Discussion	70
6.1 Conclusion	70
6.2 Innovation and Characteristic	71
6.3 Drawback and Future Research	71
References	72
Acknowledge.....	79
Appendix.....	80

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